

## Appendix A – BEB Trial – Phase I: Routes and eCharger Locations

### (A) Routes:

#### Route 23 - Sandalwood

- (x6) New Flyer Xcelsior Charge  
> 213 kWh batteries
- Conventional route
- 59.2 km round trip distance
- 13 bus all-peak requirement
- Route electrified in non-peaks

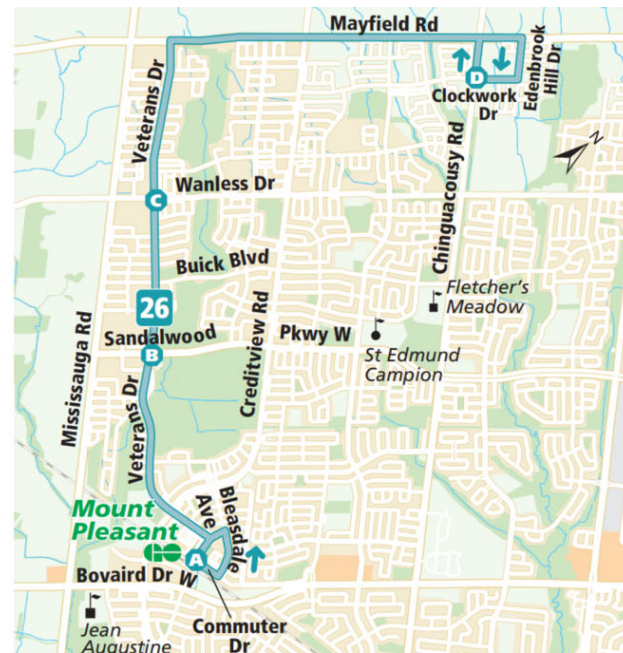


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#### Route 26 - Mount Pleasant Village

- (x2) Nova LFSe  
> 76 kWh batteries
- Conventional route
- 11.2 km RTD
- 2 peak buses required
- Route fully electrified



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### (B) eChargers:

#### | Mount Pleasant

**Mount Pleasant Village Terminal**  
72 Commuter Drive

- ABB High Voltage 450kW eChargers (x2)
- 1 MW Transformer (13.6KV / 600VAC)
- HV Connection (Alectra Utilities) from grid to Tx
- LV 600VAC from transformer to ABB cabinets
- LV DC from ABB switchgear/cabinets to mast



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#### | Queen

**Queen St / Hwy 50 Zum BRT Station Stop**  
4641 Queen Street East

- ABB High Voltage 450kW eChargers (x1)
- 750kVA Transformer (13.6KV / 600VAC)
- HV Connection (Alectra Utilities) from grid to Tx
- LV 600VAC from transformer to ABB cabinets
- LV DC from ABB switchgear/cabinets to mast



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# | Sandalwood

## Brampton Transit Sandalwood Facility 130 Sandalwood Parkway West

- Siemens High Voltage 450kW eChargers (x1)
- 750kVA Transformer (13.6KV / 600VAC)
- HV Connection (Spark Power) from facility grid
- LV 600VAC to Siemens cabinets
- LV DC from Siemens cabinets to mast



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## Battery Electric Buses – Phase I Trial



Pictured: Nova Bus LFSe (Left), New Flyer Xcelsior Charge (Right)